AMENDMENTS TO THE SPECIFICATION

Please amend the paragraph that begins on page 7, line 8, as follows:

A center hub 13 is a second rotating member that is connected with a shaft 1b being a rotating portion of the compressor 1 to be rotated along with the shaft 1b. The center hub 13 is constituted by a boss portion 13a, a plate portion 13c, and a bridge portion 13d. The boss ~~portion 13e~~ portion 13a has a female screw being connected with a male screw formed on the outer surface of the shaft 1b. The plate portion 13c has a plurality of protruding portions 13b that protrude towards the pulley body 11 to receive a torque supplied from the pulley body 11. The bridge portion 13d mechanically connects the plate portion 13c and the boss portion 13b, transmits a torque from the plate portion 13c to the boss portion 13a, and is designed as being broken when the transmitted torque exceeds a given value. Dimensions of both the dampers 14a, 14b and both the protruding portions 11d, 13b in a direction of a compressing force are designed as having a gap 15 between the second damper 14b and at least one of the protruding portion 11d and the protruding portion 13b when the damper 14a connects both the protruding portions 11d, 13b.

Please amend the paragraph that begins on page 7, line 26, as follows:

As shown in FIG. 4, a plurality of protruding portions 11d ~~are integrally~~ is integrally formed in a portion of the pulley body 11 that faces the plate portion 13c. Namely, the protruding portions 11d protrude towards the center ~~hub 12~~hub 13. When the pulley body 11 and the center hub 13 are loaded into the compressor 1, each protruding portions 13b of the center hub 13 and each protruding portions 11d of the pulley body 11 are alternately located along the shaft 1b with being biased in the rotation direction of the shaft 1b.

Please amend the paragraph that begins on page 8, line 26, as follows:

Dimensions of both the dampers 14a, 14b and both the protruding portions 11d, 13b in a direction of a compressing force are designed as having a ~~gap~~ gap 15 between the second damper 14b and at least one of the protruding portion 11d and the protruding portion 13b when the damper 14a connects both the protruding portions 11d, 13b.

Please amend the paragraph that begins on page 9, line 5, as follows:

In detail, when the pulley body 11 is rotated in the normal rotation direction, the first damper 14a contacts both the protruding portions 11d, 13b with being transformed due to the compression force while the second damper 14b is located with having a ~~gap~~ gap 15 with the protruding portion 13b of the center hub 13.

Please amend the paragraph that begins on page 10, line 3, as follows:

In the next place, an effect of the embodiment will be explained below. When a rotation speed of the engine 6 or pulley body 11 is remarkably fluctuated according to torque fluctuation of the engine 6, a rotation angle difference is generated so that the pulley body 11 is biased to the center hub 13 in the reverse rotation direction. In the embodiment, when the first ~~damper 14~~ damper 14a contacts both the protruding portions 11d, 13b, the second damper 14b is located with having a ~~gap~~ gap 15 with at least one of the protruding portion 11d and protruding portion 13b. Even when the pulley body 11 is rotated in the reverse rotation direction relative to the center hub 13, no reverse torque is thereby transmitted to the center hub 13 as long as the gap

exists, namely before the second dumper 14b contacts the protruding portion 13b of the center hub 13.

Please amend the paragraph that begins on page 11, line 8, as follows:

It is clear from FIG. 5 that a transmission torque is designed as being equal to 26 Nm designated by character A or less when the pulley body 11 is rotated by five degrees from a base designated by character O in the normal rotation direction under room temperature (25 °C) in the embodiment. It is also clear that the transmission torque is designed as being equal to 10 Nm designated by character B or less when the pulley body 11 is rotated by five degrees from the ~~base~~ base O in the reverse rotation direction under room temperature (25 °C).

Please amend the paragraph that begins on page 12, line 7, as follows:

In a second embodiment, as shown in FIG. 7, a second ~~damper 14b~~ damper 14h is provided with a hole portion 14 whose inside distance between facing walls in the rotation direction, i.e., compression direction, can be reduced. The second ~~damper 14b~~ damper 14h thereby has a non-liner characteristic so that the elastic coefficient of the second ~~damper 14b~~damper 14h can be increased with increasing compression transformation. In contrast, a first damper 14g is the same as the first damper 14a in the first embodiment.

Please amend the paragraph that begins on page 12, line 15, as follows:

In a third embodiment, as shown in FIG. 8, both first and second ~~dampers 14a, 14b~~ dampers 14i, 14j are provided with hole ~~portions 14d~~ portions 14o, 14p whose inside distances

between facing walls in the rotation direction, i.e., compression direction, can be reduced. The ~~dampers 14a, 14b~~ dampers 14i, 14j thereby have non-liner characteristics so that the elastic coefficients of the ~~dampers 14a, 14b~~ dampers 14i, 14j can be increased with increasing compression transformation.

Please amend the paragraph that begins on page 12, line 22, as follows:

Here, the hole ~~portions 14d~~ portions 14o, 14p are favorably designed so that the first ~~damper 14a~~damper 14i has a greater elastic coefficient than the second ~~damper 14b~~damper 14j.

Please amend the paragraph that begins on page 12, line 26, as follows:

In a fourth embodiment, as shown in FIG. 9, a second ~~damper 14b~~damper 14l is provided with a protruding portion 14e so that cross-sectional dimensions of the ~~damper 14b~~damper 14l decreases in the rotation direction towards a protruding portion 13b of a center hub 13. The ~~damper 14b~~damper 14l thereby has a non-liner characteristic so that the elastic coefficient of the ~~damper 14b~~damper 14l can be increased with increasing compression transformation. In contrast, a first damper 14k is the same as the first damper 14a in the first embodiment.

Please amend the paragraph that begins on page 13, line 7, as follows:

In a fifth embodiment, as shown in FIG. 10, a second ~~damper 14b~~damper 14n is provided with an inclined portion 14f so that the elastic coefficient of the ~~damper 14b~~damper 14n is thereby reduced. In contrast, a first damper 14m is the same as the first damper 14a in the first embodiment.

Please amend the paragraph that begins on page 13, line 11, as follows:

In the above embodiments, the dampers 14a, 14b, 14g, 14h, 14i, 14j, 14k, 14l, 14m, and 14n are made of rubber (EPDM), but they can be also made of other materials such as an elastomer, resin, metal, and the like.

Please amend the paragraph that begins on page 13, line 14, as follows:

In the above second and third embodiments, the hole portion 14d, 14o, or 14p ~~of the second damper 14b~~ is a through-hole, but it can be a concave instead of the through-hole.